

Co-day's Advertisements.

THEATRE ROYAL, CITY HALL.

MR. HENRY DALLAS'
COMIC OPERA SEASON.

TO-NIGHT!

TO-MORROW (SATURDAY),
THE SMART MUSICAL COMEDY.

"The French Maid,"

WHICH RAN FOR 300 NIGHTS

TERRY'S THEATRE, LONDON.

MONDAY NEXT,

TUESDAY AND WEDNESDAY,
FIRST PRODUCTION

IN CHINA OF
THE SPARKLING MUSICAL MELODY

"THE GAY PARISIENNE."

FULL CHORUS.

AUGMENTED ORCHESTRA.

PLAN at ROBINSON PIANO CO.
Usual Prices.

Doors Open 8.30. Commence 9 P.M.

A Late Tram will run nightly during the
Company's visit.

BERTRAM HERMANN,
Business Manager.

Hongkong, 22nd March, 1901. [288c]

HONGKONG RIFLE ASSOCIATION.

THERE will be NO COMPETITION TO-
MORROW (SATURDAY), the 23rd
instant, but the Range will be open for practice
in the afternoon.
PROGRAMMES OF EASTERN will be published
early next week.

ALEX. MACKENZIE,
Hon. Secretary.

Hongkong, 22nd March, 1901. [145]

VICTORIA PRECEPTORY
AND PRIORY.

A REGULAR MEETING of the VIC-
TORIA PRECEPTORY AND PRIORY
will be held at the FREEMASONS' HALL, on
TUESDAY, the 26th instant, at 8.30 for 9 P.M.
precisely. Visiting Sir Knights are cordially
invited to attend.

Hongkong, 22nd March, 1901. [135c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TANSUI.
THE Company's Steamship

"FORMOSA,"
Captain Hodgins, will be despatched for the
above Ports, on TUESDAY, the 26th instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 22nd March, 1901. [135c]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "QUEEN ADELAIDE,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & Co., LIMITED,
Agents.

Hongkong, 22nd March, 1901. [14]

WANTED.

THREE or FOUR LADS
to sell the

"HONGKONG TELEGRAPH."

LIBERAL COMMISSION
PAID.

Apply Personally at

THIS OFFICE.

Intimations. EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(R. ROUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
"Eye Strain" ending in serious forms of disease.
Glasses specially adapted in youth to those
requiring them save and preserve the sight.
Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.
ADVICE FREE. [145b]

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

- | | |
|--|---------|
| A.—THORNE'S BLEND, White
Capsule | \$10.80 |
| B.—WATSON'S GLENORCHY,
MELLOW BLEND, Blue
Capsule, with Name
and Trade Mark | 10.80 |
| C.—WATSON'S ABELLOUR-GLEN-
LIVET, Red Capsule,
with Name and Trade
Mark | 12.00 |
| D.—WATSON'S H.K.D. BLEND
OF THE FINEST SCOTCH
MALT WHISKIES, Vio-
let Capsule | 14.40 |
| E.—WATSON'S VERY OLD LI-
QUEUR SCOTCH WHISKY,
Gold Capsule | 15.00 |

THORNE'S BLEND and WATSON'S
GLENORCHY are high class Soda
Whiskies, of greater age than most
brands in the market.

ABELLOUR-GLENLIVET is a very old
Peat Whisky, (smoky) and could not
now be replaced in stock at the price.

D. is well known for
its fine flavour.

E. is of superb quality
and pronounced by lead-
ing local connoisseurs to
be the best brand in the
Hongkong Market.

A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, FRIDAY, MARCH 22, 1901.

TELEGRAMS.

SPECIAL TELEGRAM.

Special to the "Hongkong Telegraph."

THE CRISIS IN THE NORTH.

SITUATION LESS CRITICAL.

(From Our Own Correspondent.)

TIENTSIN, 21st March.

3.32 p.m.

The situation here appears to be
less critical.

FRENCH ALLOWED TO ENTER CONCESSION.

The British Authorities have ac-
ceeded permission to the French to
enter the Concession twice a week.

AT THE RAILWAY STATION.
Affairs at the Railway Station
remain unchanged since the Marines
took charge of the place.

Received 6.45 p.m. 21st.

Published 10 a.m. 22nd.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA.

LONDON, March 20th.
Lord Salisbury in the House of Lords and
Mr. Chamberlain in the House of Commons,
announced that Both had written to Lord
Kitchener that he was not disposed to re-
commend the proffered peace terms to his
Government, and added that his Govern-
ment and chief officers entirely agreed with
him.

THE RUSSIAN RIOTS.

The demonstration in St. Petersburg

the workmen supporting the students. Two
regiments of Cossacks and the whole of the
police were engaged. Of 760 arrests made,
377 were juveniles.

WEATHER REPORT.

The Observatory report says—
On the 22nd at 11.50 a.m. the barometer has
fallen on the China coast. Pressure is highest
between the E coast of China and W. Japan.
Gradients moderate to slight. Fresh to moder-
ate monsoon on the coast, and in the N. part
of the China Sea. Forecast—Moderate or
fresh E. winds; some drizzling rain or mist.

LOCAL AND GENERAL.

The *Globe* suggests a name for the new
Transvaal Police—The B. Pecklers.

Mr. Andrew Carnegie is reported to have de-
clared that he will hereafter devote £200,000 a
month to the foundations. He estimates his
income at £1,000,000 yearly.

WE are pleased to note that those responsible
for the condition of the roads traversed by the
tramways of the Godown Company at Kowloon
have taken the remarks we made to heart and
that men are now at work executing repairs.

AN Australian paper states that in the recent
operations in the Calcutta district General De
Lisle, with a party of Australians, beat the re-
cord for rapid marching. They covered 72
miles in 48 hours in a desolate and waterless
country.

THE British Museum possesses a curious bon-
net, once possessed by the late Queen, and
presented by her to that institution. It is com-
posed entirely of tortoiseshell, and though both
costly and curious can hardly be said to be
elegant. It was made some years ago expressly
for her Majesty by the natives of the Samoan
Islands, who have their own ideas on the sub-
ject of fashion.

THE State of Kansas has for long years been
nominally a prohibition State, and the law has
been enforced perhaps as well as such drastic
laws can be. Spirits are allowed to be sold
only as "medicine"; and that is how the
following story came to be told. A bronzed
and stalwart cowboy planted a "two-gallon
demijohn" on the counter of a chemist's shop.
"Fill her up," he said, "baby's sick."

THE Band of the Royal Welch Fusiliers will
play at the Hongkong Hotel to-morrow (Sat-
urday) evening, from 8 to 9.30 p.m.—

PROGRAMME.
1.—Overture "Die Meistersinger".....Bonifant.
2.—"The Blue Bird".....Walden.
3.—"The Blue Bird".....Walden.
4.—"The Blue Bird".....Walden.
5.—"The Blue Bird".....Walden.
6.—"The Blue Bird".....Walden.
7.—"The Blue Bird".....Walden.
8.—"The Blue Bird".....Walden.

A WRITER in the London *Globe* is informed
that the works of Vickers, Sons, and Maxim,
at Erith, have been very greatly increased
during the last year or two. They now employ
over 3,600 hands, and the new shops cover an
immense amount of ground. Of course this
development is much to the advantage of the
mechanics and other workmen living in the
neighbourhood. A son of Lord John Hay has
just been received as a pupil.

THE following is the programme of music to be
played by the Band of the Royal Welch Fusil-
iers at the Officers' Mess, Murray Barracks,
to-night, commencing at 7.30 p.m.—
1.—March "The Royal Welch Fusiliers".....Adams.
2.—Overture "Macbeth".....Auber.
3.—Section "The Blue Bird".....Walden.
4.—Section "The Blue Bird".....Walden.
5.—Section "The Blue Bird".....Walden.
6.—Section "The Blue Bird".....Walden.
7.—Section "The Blue Bird".....Walden.
8.—Section "The Blue Bird".....Walden.

EXTRA.
1.—"The Blue Bird".....Walden.
2.—"The Blue Bird".....Walden.
3.—"The Blue Bird".....Walden.
4.—"The Blue Bird".....Walden.
5.—"The Blue Bird".....Walden.
6.—"The Blue Bird".....Walden.
7.—"The Blue Bird".....Walden.
8.—"The Blue Bird".....Walden.

THE FRENCH MAID.

Last night when "The French Maid" was
produced for the first time this season. The piece
was exceedingly well staged; and a special
word of praise must be given to the scenic
artist, whose facile brush has created a charm-
ing setting for the bright little operetta. The
modern musical comedy is not remarkable for
the elaborateness of its plot; and the "French
Maid" is no exception to the rule.

The scene is laid in Boulogne during the
visit of the British Fleet. The weakness of the
action, which revolves round a charming little
society, for whose favour a very British waiter
suffers, owing to his being rendered fond by
the Englishman, fearing the superior
provenance of his Gallic rival, calls to his aid a
powerful ally, his brother, to wit, a sailor in
the Royal Navy. Jack proves as irresistible as
the blue jacket invariably is; and false to his
trust, carries off the French Maid for himself.

The tale is further complicated by the love
story of a young naval lieutenant and the
jealousy of an uxorious British admiral, whose
spouse's vanity is flattered by the admiration
she imagines in every man she meets. Also
involved in the story is a giddy young Indian
prince whose devices to escape from his bear-
leader, a retired general, and pursue his belles
Françaises are very amusing.

The title role is played by Miss May Norton
who is as successful in portraying the giddy
French coquette as she was in depicting the
loving trustfulness of Fifi in the "Belle of New
York."

Mr. Munro was very good as Monsieur Cam-
bert. One of the best bits of comedy was the
ill-used English waiter, whose dancing, also,
deserves special praise. The part was played
by Mr. Hermann, whose acting was second only
to Mr. Dallas'. The gendarme was capiti-
lized by Mr. Wilson. The retired and
choleric Indian general was well portrayed by
Mr. Stanley.

Owing to the indisposition of Mr. Metcalfe
a slight change in the cast had to be made at
the last moment. Mr. Dallas taking the part of
Jack Brown instead of the waiter, and Mr.
Hermann taking the latter. They are to be
heartily congratulated on the manner in which
they rose to the occasion.

Charles Brown.....(an English
Waiter).....Mr. Hermann.
Admiral Sir Hercules Bassett.....Mr. J. B. Ferrell.
General Sir Diamond Fife, V.C.....Mr. Arthur Stanley.
Lieutenant-General Fife, V.C.....Mr. Harold Godwin.
The Maharajah of Poonah.....Mr. F. C. Foster.
An Indian Prince.....Mr. E. C. Foster.
Jack Brown.....Mr. Dallas.
Monsieur Cambert.....Mr. Munro.
Pauline.....Miss Nellie.
Alphonse.....Mr. G. H. Wilson.
Dorothy Travers.....Miss Evelyn.
Lady Harcourt.....Miss Bertha Hunter.
Madame Cambert.....Miss Nellie.
Suzette.....Miss Nellie.
French Chambermaid, English Chambermaid,
Gendarmes, by the Powerful Trained Chorus.
SWISSERS OF SCENERY:
Act. I.—Courtiers of the Hotel Anglaise, Boulogne.
Act. II.—Gardens of Casino, Boulogne.

SANITARY BOARD.

Yesterday afternoon a meeting of the Sanitary
Board was held. Dr. Bell (Acting Principal Civil
Medical Officer), was voted to the chair, and
there were also present Mr. W. G. Chatham (Act-
ing Director of Public Works), Hon. A. W.
Brewin, Mr. E. Osborne, Dr. F. Clark (Medical
Officer of Health), Mr. Chas. A. Cook, Mr. Fung
Wa Chun, and Mr. G. A. Woodcock (Secretary).

RESIGNATION OF MR. J. MACKIE.
The Secretary read a letter from the Colonial
Secretary which he published yesterday, stat-
ing that Mr. J. Mackie had resigned his seat
on the Sanitary Board, and that arrangements
would be made for the election of a successor.
The Chairman said that this matter was re-
ferred to at the previous meeting, so that all
that was necessary now was to lay the matter
on the table.

BATH-HOUSES FOR CHINESE COOLIES.

The Secretary read the minute from His
Excellency the Governor, dated the 7th inst.,
relative to the provision of bath-houses for
Chinese coolies. It appeared in our yester-
day's issue.

The Chairman said the Board was asked to
advise as to this matter of bath-houses and to
select some sites. He thought there was no
question whatever that it was a very good
scheme indeed, and he thought the work should
be done by the Government. If they waited
for private enterprise in the matter it would be
a long time in coming. He thought the Gov-
ernment might start with two baths—one east
and one west. As Mr. Osborne said, one was
very much required in the Wanchai district for
the coal-coolies there. He suggested the
appointment of a committee to select sites.

Mr. Osborne proposed the appointment of
Dr. Clark and Mr. Chatham.

Mr. Fung Wa Chun seconded, and the mo-
tion was carried.

THE ANOPHELES MOSQUITO.

The Secretary read the following report of
Dr. Thomson on the presence of the larvae of
the anopheles mosquito in the neighbourhood
of the cattle-depot at Kennedytown—
"I have the honour to report that at the sug-
gestion of the Director of Public Works I have
carefully inspected the neighbourhood of the
cattle-depot at Kennedytown with a view to
ascertaining its present condition as regards
the presence of larvae of anopheles mosquitoes,
and I submit the results of my observations for
His Excellency the Governor. I spent the
afternoon of Friday, 1st instant, and Tuesday,
the 5th instant, at Kennedytown, making my
second visit partly to complete notes made on
the previous occasion and partly to investigate
the result of the severe cold of the preceding
two days. I enclose a plan of the district to
illustrate my report.

(2) Considering first the stream marked
"A" on the plan—the complete removal
of all brushwood from the lower part of it
and the filling up of many side pools, are an
undoubted improvement to the district. But I
found the whole stream in its more stagnant
parts literally swarming with larvae of an-
opheles, which were not confined to any par-
ticular hollows, immediately above the plank
bridge beside the old mortuary is a deep pool,
round the edges of which I was able to see the
presence of Inspector Watson to scoop up
larvae and pupae at nearly every dip of the
spoon. And a similar condition existed all
along the ravine. Moreover, over the position
of some of the old side pools, now filled up, a
greenish ooze of water-weed has formed above
the lime and cement with which they have
been filled, owing to a trickle of water over
them, and in this ooze I found the larvae abun-
dant.

3. There are two branches of this stream
which join in near the old Tung Wah Mortuary.
That marked "B" is also infested with larvae
everywhere but that part of "C" is quite free
from them, owing to its being rendered fond by
heap and soda used by washermen along its
banks and so made unfit for the breeding of
anopheles.

4. Turning my attention to the Valley on the
East side of the spur occupied by the new
Police Station, I found the nullah marked
"D" at the date of my visit almost dry and
such pools as exist in a foul condition, owing to
the presence of workmen quarrying or break-
ing up rocks higher up and consequently free
from larvae, while that marked "E" is similarly
free from anopheles owing to the use of it by
washermen, though I found larvae in "springs
by the side of the stream."

5. I further continued my enquiry to the west
till I found I first referred. At "F" there is a
nullah partly trained and in this trained nullah
close above the slaughter-houses I found a
green, ooze similar to that above-mentioned
coating the surface of the stone floor of the
watercourse at certain points where water was
trickling from the sides, and swarming with the
larvae of anopheles.

6. At "G" to the south-west of the now dis-
used silk-works there is a marshy piece of
ground used as a cross-garden and here too I
found the larvae abundant.

7. At "H" close behind the site of the pro-
posed Tung Wah Hospital Infectious Diseases
Branch there is elevated marshy ground simi-
larly harbouring larvae in abundance.

8. Having given the foregoing facts very care-
ful consideration, the following seems to be
their practical bearing—
(1) The valley drained by the two streams
marked "D" and "E" does not demand early
attention, but inasmuch as there is already in
it a considerable Chinese population and as the
Chinese city will probably tend to spread still
more into this valley, the nullahs should event-
ually be trained when nullahs near the centre
of the city have been dealt with.

(2) The neighbourhood of the proposed
Chinese Infectious Diseases Hospital marked
"G" and "H" will need

channel for a stream flowing past the site
should be made with some system of subsoil
drainage for the marshy ground as a whole, to
remedy the present damp condition of a large
part of the surface. In connection with the
further cutting of a sloping bank behind the
new Hospital, which I understand is to be made,
a deep damp hollow between the new site and
the Government Infectious Diseases Hospital
should be filled in, until proper provision is
made for the stream passing through it, in the
interest of both hospitals.

(3) Not much more of a temporary char-
acter can be done for the improvement of the
nullahs to the south-east of the cattle-
depot, marked "A" and "B," and I do
not think that the needs of the locality at
present justify the very expensive measures
that would be required to adequately drain the
nullahs. Much of the bed of the main stream,
and its branches is solid irregular rock, and
even after this is levelled out, means would
be required in this district to be adopted to
prevent the existence of the green water-
weed to which I have above referred.

The presence of anopheles is no source
of injury to the cattle, sheep, and pig depot,
since their inmates are only there for short
periods previous to being slaughtered, nor to
the rope-works whose employees are probably
entirely, or chiefly, there during the day only,
so that meanwhile the only inhabited house re-
quiring consideration is that of a caretaker of
the cattle-depot. Should further building be
projected, this whole subject would require
consideration, but in the meantime it seems to
me that the inmates of the caretaker's house
might be efficiently protected by a combination
of the following inexpensive measures—
(a) The use of kerosene in the pools.

In the vicinity of the house I recommend the
weekly application of it to all pools in which
Inspector Watson, who is able to recognise the
larvae of anopheles, finds any larvae all through
the next few months, to reduce their numbers
as much as possible before the seasons come
around again when breeding goes on more
rapidly. This should be done in the stream
"A" from the cattle-depot to the well known
spot above the junction with the stream "B"
and should include the lower part of the latter.
The total amount of the kerosene required
would not be great, as only the pools and
places where green ooze exists would need to
be done. About one teaspoonful of kerosene to
the square yard of water surface is sufficient,
an amount that will not injure the water for
drinking purposes at the cattle-depot.

(b) The protection of doors, windows, and
verandahs of the houses by wire-gauze, a mea-
sure that in the hands of various Italian malar-
iologists, especially Celli, has proved entirely
satisfactory in some of the worst malarious
parts of the Italian railway lines. I shall be
glad to point out to the Director of Public
Works what I think might be done in this
respect and I would suggest that the Govern-
ment should get out from England a quantity of
iron wire-gauze with a mesh not exceeding one-
twentieth of an inch in diameter for use not
only at the houses in question, but for other
isolated houses occupied by police and others
in malarious localities where more radical
measures for dealing with anopheles may not
be justified by existing means. (I ordered now
it could be to hand before the next malaria
season.)

(c) Medicinal prophylaxis. For this particu-
lar family I would recommend the use of
quinine which is more easily given to
children, less severe in its general effects, and
quite as effective as quinine itself in its anti-
malarial action.

9. The site of the new police station will
probably prove healthy without any special
protective measures, on account of its high
location, and its free exposure to wind all
round. Should experience prove otherwise,
similar prophylactic methods to those just
described can be employed.

10. After the severe cold at the beginning of
the present week, the larvae were much less
abundant, but were still to be found in con-
siderable numbers. I fortunately had some un-
der observation in a glass jar in my verandah,
when the temperature fell so suddenly. They
became sluggish and torpid, and most of them
I believed dead, but to-day in the sun's rays
they have become quite lively again. It is prob-
able therefore that the diminution of larvae in
the streams at the present time is more appar-
ent than real, since they are most easily recog-
nised in ordinary circumstances by their very
characteristic movements when disturbed.

11. In conclusion I take this opportunity of
urging active efforts for the destruction of the
larvae of mosquitoes, not only in Kennedytown,
but all over the Colony, at the present season
when new generations are not being developed
or at least only comparatively slowly, and when
therefore such efforts will be much more effec-
tive than during the actual fever season.

Dr. Hartigan intimated—"I should like to
add that some three months ago, and again
later, certain curative measures were adopted
at Quarry Bay and also at the Metropole Hotel.
Yesterday I inspected these pools and found
them quite free from anopheles larvae with
the exception of two small pools, one of which I
had overlooked, while the other lying out of
the stream had not been affected by the petro-
leum poured in higher up. This shows how
slight carelessness or inattention may nullify
what would otherwise be a successful experi-
ment. The Director of Public Works is mis-
taken in supposing the anopheles have since
spread over large pools formerly free of them.
They always existed in these places. Dr.
Thomson's report only emphasises the neces-
sity of skilled supervision and continuous
action in dealing with anopheles pools.

"Celli, the Italian malaria authority, has
pointed out the facts noticed by Dr. Thomson,
viz., 'The breeding in green ooze and in the
bottom of narrow canals and trafficked nullahs
when almost dry,' and has pointed out how
these conditions can be most successfully over-
come. We are only at the beginning of our
knowledge as regards the prophylaxis of malar-
ia, and it is, to say the least, disappointing to
find the President of the Sanitary Board stating
as *cautious* that this method of combating the
mosquitoes is hopeless; when the experiment
has been but half carried out, is only in existence
a month, and when no attempt has been made
either in the first place to free the nullah from
larvae, or to prevent their reproduction pending
the complete 'wash out' of the nullah during
the rainy season, and this too, notwithstanding
Dr. Thomson's strong recommendation urging
active efforts for the destruction of the larvae
of mosquitoes all over the Colony—when therefore,
such efforts will be much more effective than
during the actual fever season."

Mr. Osborne said—in connection with this
report I think it is due to the Committee who
reported upon the proposed site of the Tung
Wah Infectious Diseases Hospital and especially
Dr. Hartigan, to point out that Dr. Thomson
fully corroborates the Committee's statements
concerning the unhealthy surroundings of the
site, and effectually disposes of the denial of
these statements made by yourself, the late
Director of Public Works. Dr. Thomson says
there is a marshy piece of ground, as a cross-
garden, and here too I found the larvae
abundant. (b) Close behind the site of the
proposed Tung Wah Hospital Infectious Dis-
eases Branch there is elevated marshy ground
similarly harbouring larvae in abundance.

proposed Chinese Infectious Diseases Hospital
will need to be thoroughly drained before that
building is occupied or it will certainly prove
unhealthy." It is true that the denial of Mr.
Osborne and myself arose partly from a mis-
understanding as to the precise spot Dr. Harti-
gan referred to, but in reading between the
lines of your Report to Government it is diffi-
cult to avoid the suspicion that advantage was
taken of this loophole to quibble over and dis-
credit Dr. Hartigan's statements, and it is the
accumulation of such incidents that has deprived
the Colony of his valuable services on this
Board. I beg to propose that Government be
asked to give effect to Dr. Thomson's recom-
mendations, and especially those referring to the
Infectious Diseases Hospital.

The Chairman said that in connection with
this matter, he would like to point out that the
recommendations were being carried out. He
supposed the matter would be reported to the
Sanitary Board in due course. The Govern-
ment were taking steps in the matter. A
special man had been told off from the Public

England. The Finance Committee had recommended, and the Legislative Council had approved of, the expenditure.

VICTORIA HOSPITAL.

The plans for the Victoria Hospital for women and children were laid on the table, and after inspection they were approved, and the Secretary was directed to return them to the Government.

VILLAGE LIMEWASHING.

The Secretary laid the lime-washing return for the past fortnight upon the table.

Mr. Osborne did not think he could allow that opportunity to pass without commenting upon the unfortunate result in the Legislative Council of their recommendations to the Government in connection with the lime-washing and cleansing of the outlying villages. In reading the discussion, which had taken place in the Council he was surprised to see that very old arguments brought forward by one of the unofficial members of the Council that he did not know had been proved that lime-washing was a good preventative against plague. He thought they had fully thrashed out that matter, and had sufficiently educated the public to their way of reasoning, so far as they would understand that the lime-washing itself was not carried out with any idea whatever of preventing plague, but with the sole aim and object of enforcing cleanliness. Without lime-washing it was impossible for the inspectors to know which houses had been cleansed and which had not, and until they saw some white mark they were not assured that the law had been complied with. That was one of the unfortunate circumstances which illustrated how powerless the Board was to do anything effective of its own accord. They were confronted at the present moment with two very fatal epidemics—small-pox and plague—and in their best endeavours to prevent the spread of the diseases they had suggested taking preventive measures beforehand. Among these measures there was one which was recommended by the Medical Officer of Health, and that was the lime-washing of the native villages. In a small detail of that sort there was any one in the Colony capable of giving an opinion, it was that of the Medical Officer of Health. If he said lime-washing was necessary, that should be sufficient to have it done. He thought it was most discouraging to the Board after all the difficulties and troubles they had had to contend with, to find the Legislative Council unanimously rejecting their recommendations at that point.

THE R. A. SPORTS.

Yesterday concluded the annual sports held by the Royal Artillery and very successful they were. All nationalities were represented on the ground of the Hongkong Football Club, at the Happy Valley, and the sports were both instructive and amusing.

By kind permission of Lieut.-Col. the Hon. R. H. Bette, the band of the R.W.F. played during yesterday afternoon.

Everything went off in splendid style from start to finish and Capt. Weymouth and his committee must be congratulated upon the success of their work.

The following is the prize list:

- 1.—Half-Mile Flat Race (open to H. K. S. B. R. only).—Gun. Thacker Mar. 2, Gun. Mir Mahomed; 3. Gun. Sunder Singh. Time, 2 min. 27 sec.
- 2.—Half-Mile Flat Race (Handicap).—1. M. Gun. Chisholm; 2. Gun. Reed; 3. Gun. Steadman. Time, 2 min. 27 sec.
- 3.—High Jump.—1. Cor. Phillips and Gun. Cran (dead-heat); 2. Gun. Snelgrove. Height, 4 ft. 7 in.
- 4.—Long Jump.—1. Cor. Griffiths; 2. Ser. Ruth; 3. Gun. Dowling. Length, 16 ft. 1 in.
- 5.—Throwing Cricket Ball.—1. Bom. Norris; 2. Gun. Hogben; 3. Gun. Smith. Length, 96 yds. 1 ft. 11 in.
- 6.—Putting the Weight.—1. Ser. Ruth; 2. Bom. McMurray; 3. Cor. Griffiths. Length, 33 ft. 1 in.
- 7.—Trumpeters' Race (120 yards).—1. Tpr. Gosling; 2. Tpr. Leech; 3. Tpr. Cowley. Time, 15 sec.
- 8.—Putting the Weight (H.K.S.B.R.A.).—1. Gun. Maddhat Khan; 2. Gun. Pirzai; 3. Gholan Mohammed. Length, 34 ft. 3 in.
- 9.—Three Legged Race.—1. Ser. Ruth and Bom. Robinson; 2. Gun. Byrnie; 3. Gun. Woods.
- 10.—Boys' and Girls' Race.—1. Tommy Philip; 2. Carrie Philip; 3. Lizzie Philip.
- 11.—Wheel Race.—1. Gun. Smith; 2. Gun. Moxon; 3. Bom. Woods. Time, 30 sec.
- 12.—Tug of War (H.K.S.B.R.A.)—2nd Company won. Time, 8 min. 55 sec.
- 13.—100 Yards Flat Race.—1. Cor. Griffiths; 2. Bom. Robinson; 3. Bom. Reed. Time, 11 1/2 sec.
- 14.—Tilting the Bucket.—Winner to be decided in barracks.
- 15.—Veterans' Race (200 yards).—1. M. Gun. Buckland; 2. M. Gun. Chisholm; 3. C. S. M. Bliss. Time, 24 sec.
- 16.—Obstacle Race.—1. Gun. Watts; 2. Bom. Johnson; 3. Gun. Byrnie; 4. Gun. Woods; 5. Bom. Clarke. Time, 6 min. 37 sec.
- 17.—Quarter-Mile Flat Race.—1. Cor. Griffiths; 2. Bom. Reed; 3. Bom. Robinson. Time, 62 1/2 sec.
- 18.—Officers' Race (120 yards).—Capt. Langhorne; 2. Capt. Dykes. Time, 14 sec.
- 19.—Hurdle Race.—1. Gun. Snelgrove; 2. Cor. Griffiths; 3. Bom. Johnson and Gun. Woods (dead-heat). Time, 20 sec.
- 20.—Tug of War (open).—Royal Artillery versus H.M.S. Centurion (Stokers' team). R.A. won first two pulls. 5 Hyderabad versus 2nd Bombay Infantry—22nd B. I. won.
- 21.—Costume Race in Rickshaws.—1. Gun. Walker and Gun. Byrne; 2. Ser. Ruth and Tpr. Price. Best costume.—1. Ser. Ruth and Tpr. Price; 2. Ser. Walker and Tpr. Cowley.
- 22.—Band Race (Quarter mile).—1. Andrews; 2. Enoch; 3. Gregory. Time, 62 sec.
- 23.—One-Mile Flat Race.—1. M. Gun. Chisholm; 2. Gun. Harrington; 3. Bom. Curran. Time, 5 min. 45 sec.
- 24.—Bachelors' Race.—1. 25th Co. S.D.R.A. team; 2. 25th Co. E.D.R.A.
- 25.—Sergeants' Race (120 yards).—1. M. Gun. Chisholm; 2. Ser. Robinson; 3. C.O.M.S. Dall. Time, 14 sec.
- 26.—Sack Race.—Postponed.
- 27.—Half Mile (Open).—1. Andrew; 2. O'Brien; 3. M. Gun. Chisholm. Time, 2 min. 26 sec.
- 28.—Team Race (six miles).—1. 25th Co. S.D.R.A. Time, 28 min. 41 sec.
- 29.—Tug of War (British Companies, R.G.A.).—25th Co. E.D.R.A. Time, 6 min. 13 sec.
- 30.—Potato Race.—1. Gun. Walker; 2. Bom. Robinson; 3. Gun. Pollett.
- 31.—Half-Mile Flat Race (Siege Train).—1. Nicoll; 2. Blair; 3. O'Brien. Time, 2 min. 46 sec.
- 32.—Consolation Race (half mile).—1. Gun. Chapman; 2. Gun. Wood (P.); 3. Gun. Patter; 4. Gun. Wilkins. Time, 2 min. 37 sec.
- 33.—Best Clowns.—1. Gun. Walker; 2. Gun. Byrne. Winning Company (Challenge Cup).—1. 25th Co. S.D.R.A.; 2. 25th Co. E.D.R.A.; 3. 47 points; 3. 38th Co. S.D.R.A., 39 points.

At the conclusion of the sports, Mrs. St. John, wife of Major St. John, R.A., presented the prizes to the successful competitors, and a very successful day was spent by all.

COLLISION IN THE HARBOUR.

THE "HANGCHOW" BADLY DAMAGED.

Shortly after five o'clock yesterday afternoon a collision occurred in the harbour between the Glen Line steamer *Glengyle* and the China Navigation Co.'s steamer *Hangchow*. The *Glengyle* was proceeding to the Kowloon wharves from the quarantine anchorage and the *Hangchow* was coming from the direction of Lyceum Pass when the collision occurred. The *Glengyle* was struck on the starboard bow, apparently, and was cut down from the rail almost to her keel, the rent being V shaped and about ten feet wide at the top, extending to the waterline and continuing below as a deep, ragged dent. Her forward collision bulkhead must have been well constructed to have stood the shock, for despite the big rent in her bows it was not found necessary to beach her. The *Glengyle* sustained surprisingly little damage, a comparatively small hole being knocked in her port bow, but several thousands of dollars will have to be expended on repairs to the other vessel. The *Hangchow* was discharging her forward cargo this morning and as her bows rose higher and higher under the weight of the cargo a very good idea could be obtained of the extent of the damage. Particulars of the cause of the collision are not available at present pending the Marine Court of Enquiry.

AT THE MAGISTRACY.

STEALING.

Ho Kai Chung, coolie, was charged before Mr. Hazledan this morning with feloniously stealing two steel spindles, value \$10, the property of the Hongkong Cotton Mills Company, yesterday.

He denied having committed the theft, but he was convicted on evidence and sentenced to three weeks' hard labour.

IMPRISONED AS ROGUES.

Before Mr. Kemp this morning, Ip Tak and Leung Fok, hawkers, Wong Chin and Leung Seung, coolies, were charged with being rogues and vagabonds for that they did wander abroad and loiter in the open air having no visible means of subsistence and no fixed place of abode, and being unable to give an account of themselves this morning.

The defendants pleaded guilty and His Worship sentenced each to six weeks' hard labour.

Previous convictions were proved against each of the defendants.

OPJUM.

Lam Hung, tailor, was charged before Mr. Hazledan this morning with unlawfully being in possession of seven tins of prepared opium, without a valid certificate from the Opium Farmer, yesterday.

The defendant pleaded not guilty.

A party of excise officers went to his house and found him sitting on the bed. The opium was found in his possession.

His Worship inflicted a fine of \$200 or in default of payment, two months' hard labour. He went to goal.

MONEY SNATCHING.

Before Mr. Kemp this morning Li Lui, a private ticksha coolie, was charged with stealing \$25 from a shopkeeper of Gough St.

The complainant stated that he yesterday went to a money changer's to get some change. He was holding two ten dollar notes and one five dollar note across the counter when the defendant came up, and snatching the money, made off with it. He gave chase and the thief was stopped by a district watchman. The money was not recovered.

The defendant made the following statement:—I was running along and was stopped by complainant. He searched but found no money. He said anyway I was the man and he would arrest me.

His Worship sentenced the defendant to six weeks' imprisonment with hard labour.

THE BURGLARY IN QUEEN'S ROAD.

The three Chinamen who were arrested yesterday morning while pawing the property stolen from Messrs. E. Drex and Company's premises, 19, Queen's Road Central, yesterday, were this morning charged before Mr. Hazledan with burglary. The police were very fortunate in recovering the whole of the stolen jewellery.

His Lordship remanded the case to Monday next.

DODGING THE POLICE.

This afternoon Lok Yuen, 47, Queen's Road Central, was summoned by Sergeant McSwayed for selling liquor within prohibited hours.

It seems that the practice has lately been common of sailors going to this shop and drinking till early in the morning, but because a plate supposed to contain "chow" was placed before each man, the old Ordinance became useless. Sergeant McSwayed, however, looked into the matter and found a later Ordinance and it was under this that he took out the summons. The Ordinance said it was unlawful for intoxicating liquors to be drunk within certain prohibited hours and the defendant in this case was fined \$100.

This is the first conviction in a case of this description.

THE PLAGUE.

Number of cases reported (Chinese) 58 up till noon of the 21st March, 1901. Other Asiatics 0 Europeans 0

Number of cases reported during the past 24 hours (Chinese) 1 Other Asiatics 0 Europeans 0

Total number of cases reported to date 60

Number of deaths reported (Chinese) 58 up till noon of the 21st March, 1901. Other Asiatics 0 Europeans 0

Number of deaths reported during the past 24 hours (Chinese) 0 Other Asiatics 0 Europeans 0

Total number of deaths recorded to date 59

SMALL-POX.

Number of cases reported (Chinese) 22 up till noon of the 20th March, 1901. Other Asiatics 4 Europeans 9

Number of cases reported during the past 24 hours (Chinese) 1 Other Asiatics 0 Europeans 0

Total number of cases reported to date 36

Number of deaths reported (Chinese) 16 up till noon of the 20th March, 1901. Other Asiatics 1 Europeans 0

Number of deaths reported during the past 24 hours (Chinese) 1 Other Asiatics 0 Europeans 0

Number of deaths reported during the past 24 hours (Chinese) 1 Other Asiatics 0 Europeans 0

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THE HONGKONG HOTEL COMPANY, LIMITED.

The following is the report of the Board of Directors to be presented at the ordinary meeting of shareholders, to be held at the Company's Hotel, at noon, on Tuesday, the 26th March, 1901.

To the Shareholders of the Hongkong Hotel Company, Limited.

Gentlemen.—In accordance with Section 56 of the Articles of Association, the Directors have now to submit to the Shareholders their Half-yearly Report for the six months ended the 31st December, 1900.

ACCOUNTS.

The Profit on Working Account amounted for the six months to \$75,485.53, as compared with \$77,183.11 for the corresponding period of 1899, being a decrease of \$2,697.58.

The Profit and Loss Account, including a credit balance of \$1,794.71, brought forward from 30th June, 1900, shows a credit balance of \$83,698.29.

The Directors propose to deal with this sum as follows:—

To pay a final Dividend of 10 per cent for the half-year, absorbing \$60,000.00

To place to the Reserve Fund 15,000.00

To set aside against Repairs and Renewals 5,000.00

To write off from value of Furniture and Fixtures 3,000.00

To carry forward to New Account 583,698.29

It should be noted and remembered by Shareholders that very nearly 2 per cent. of the dividend now proposed is provided by profit on the sale of a portion of the Praya Reclamation; something quite exceptional and quite apart from the Hotel Company's ordinary business.

A reference to the Profit and Loss Account will show the profit from this source to be \$11,680.75.

The land sold was a triangular piece measuring 651 square feet and situated between Chater Road and Des Voeux Road.

BUSINESS.

The Company's business during the current half-year has, so far, been good.

DIRECTORS.

Mr. E. Osborne retires by rotation, but offers himself for re-election.

AUDIT.

The accounts have audited by Messrs. W. H. Potts and W. H. Gaskell, who are recommended for re-election.

W. PARFITT, Chairman.

Hongkong, 18th March, 1901.

BALANCE SHEET, 31st DECEMBER, 1900.

Liabilities.

Capital—10,000 Shares at \$10 each (Fully paid up) \$100,000.00

1st report—10,000 mortgage debentures, authorised \$100,000.00

Interest at 600 each \$6,000.00

Less 550 debentures not issued \$5,500.00

Account payable \$25,000.00

Unclaimed dividend \$2,000.00

Unclaimed dividend \$2,000.00

Balance at credit of repairs and renewals account \$2,000.00

Reserve fund \$15,000.00

Profit and loss account \$83,698.29

\$198,298.29

Assets.

Value of Land and Buildings as per last report—Marine Lot No. 4 and Remaining \$375,045.60

Portion of Marine Lot No. 3 \$77,045.60

Remaining Portion of Marine Lot No. 3 \$1,100.00

Praya Reclamation \$263,108.80

Less sale of a portion, being 651 square feet at book value of \$1.75 per square foot \$1,139.85

\$261,968.95

Value of furniture and fixtures as per last report \$19,737.34

Less written off, as recommended in last report \$10,000.00

\$9,737.34

Less value of stock transferred to 1st report \$1,360.14

\$8,377.20

Since added for furniture and fixtures \$9,922.50

\$18,299.70

Stock of linen, crockery and glassware, &c. \$16,765.59

Stock of wines, provisions, household sundries, and stationery \$3,048.52

Shares in public companies \$1,000.00

Licences attaching to 1901 \$15,000.00

Accounts receivable \$19,031.59

Hongkong and Shanghai Banking Corporation \$8,995.06

Hongkong and Shanghai Banking Corporation \$8,995.06

Cash in hand \$453.00

Cash in hand \$453.00

\$261,968.95

PROFIT AND LOSS ACCOUNT.

FOR THE SIX MONTHS ENDING 31st DECEMBER, 1900.

To Indebted and Refunds \$437.74

To Rates \$2,832.38

To Half-year's Interest on Debentures (\$25,000 at 3 per cent.) \$750.00

To Interest Account \$104.70

To Directors' and Auditors' Fees \$1,200.00

To Fire Insurance \$3,000.00

To Crown Rent \$1,500.00

To Balance to be appropriated as follows:—

To pay a Dividend of 10 per cent. \$60,000.00

To set aside against Repairs and Renewals 5,000.00

To Write off Furniture and Fixtures 3,000.00

To Place to Reserve Fund 15,000.00

To Carry forward to New Account 583,698.29

\$198,298.29

By Balance from 30th June, 1900 \$94,794.71

Less Transfer to Reserve \$15,000.00

Fund \$79,794.71

By Profit and Loss Account \$83,698.29

By Profit on the Sale of a Portion of Praya Reclamation \$11,680.75

By Profit on Hotel Working Account for Six Months ending 31st December, 1900 \$75,485.53

\$198,298.29

C. MOONEY, Secretary.

We have compared the above statements with the books and securities of the Company, and have found the same to be in accordance therewith.

W. HURTON POTTS, Auditors.

Hongkong 14th March, 1901.

QUARANTINE.

Messrs. Lampe & Rogge courteously inform us that they are in receipt of a telegram from Messrs. Wm. C. Hale & Co., of Saigon, to the effect that the French Government has decided to

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

ROWDYISM ON THE FERRY LAUNCHES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR MR. EDITOR.—With reference to your leading article of yesterday, bearing on the subject of drunkenness in the "Star Ferry Co.'s" boats, I would like to be allowed to make a few remarks and also offer a suggestion in the columns of your paper.

In the first place a bluejacket comes out here to Hongkong, not to gratify any particular whim of his own, but because it is his duty to go where sent, leaving home ties and comforts, to protect the interest of British traders and residents abroad, none of whom will ever do him any good. I very seldom that he is able to go on shore even to get a drink, the natural consequence is that it takes but very little liquor to upset him, he is then termed by such people as your informant "a beast." Yet a civilian can drink like a fish, day after day, year in, year out, but he is not a beast. Of course you will at once say that you know all this, but then it is you who know why not make some allowance for our sailors?

Again your correspondent goes on to say that "we are sorry to say that we have seen civilians behaving in much the same way." I like the term "sorry" although I do not quite know whether it is written in sincerity or sarcasm, but it certainly reads as though it is one of the unwritten laws of nature for bluejackets to be drunk, hence it is not necessary to express any sorrow for them, they belong to a lower order altogether, sorrow is confined to civilians only. This I suppose is one of the new laws of etiquette and politeness (at least as taught in the crown colonies).

During the late Crisis in China, the members of the different legations were only too pleased to be able to rub shoulders with Jack and Tommy, no matter what condition he was in then, he was not called either indecent or a beast, and for why? Because the members of the legations were then placed on the same footing as our sailors and soldiers, enduring the same hardships and rough treatment, which is the common lot of our sailors and soldiers from day to day, thus when a civilian (to use a slang term) finds himself in the same boat, he does not consider himself or his confederates, beasts, but I suppose your correspondent belongs to a class of people, happily rather scarce, who would.

Now Service men after all are British, and have just as much objection to mixing with Asiatics and others, as people ashore have, why not then raise the price of the fare for these civilians who object to travelling with service people, to 20 cents, and have 3 classes, namely:—

1st class—20 cents for the Hongkong aristocracy (so called).

2nd class—For all Europeans not coming under the first heading.

3rd class—For all Asiatics.

Thus the Ferry Co. would lose nothing by the change and people of your correspondent's type, should be only too pleased to pay a little extra for the comparative seclusion thus afforded.

Trusting that you will be able to find room for this, and thanking you in anticipation.

I have the honour to be, Sir,

Your obedient servant,

A. BRITISH BLUEJACKET.

Hongkong, March 22nd, 1901.

[A British Bluejacket, evidently has not read the leading article to which he refers. If he will take the trouble to do so he will see that drunken men only are referred to. Surely he must see that persons under the influence of liquor are at no time desirable companions on the ferry. If he doesn't he is sorry for his taste. The *Hongkong Telegraph* always has, and always will, support Jack and Tommy so long as they behave themselves, but when they make such disgusting exhibitions of themselves as described in last night's issue they must expect to be called to account. We repeat that we are sorry to see civilians drunk on the launches; we are sorry to see any man making a beast and an idiot of himself, be he

Mails.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMAGUCHI MARU.....	{ MOJI, KOBE and YOKOHAMA... }	TUESDAY, 26th Mar., at Noon.
ROSETTA MARU.....	{ SYDNEY and MELBOURNE, via MANILA, THURSDAY, ISLAND, TOWNSVILLE and BRISBANE..... }	FRIDAY, 29th Mar., at 4 P.M.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 21st March, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MARBURG.....	HAVRE and HAMBURG, via (LONDON with transshipment in HAMBURG) March.....	About 27th Freight.
SAVOIA.....	HAVRE and HAMBURG, via (LONDON with transshipment in HAMBURG) April.....	About 4th Freight and Passage.
DAMBERG.....	HAVRE and HAMBURG, via (LONDON with transshipment in HAMBURG) April.....	About 8th Freight.
JACOBS.....	HAVRE and HAMBURG, via (LONDON with transshipment in HAMBURG) April.....	About 15th Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to
CARLOWITZ & Co., Agents.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFER DIENST.TOYO KISEN KAISHA.
TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Thursday, 28th Mar., at Noon.	
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Tuesday, 23rd April, at Noon.	
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Thursday, 16th May, at Noon.	

THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 28th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Tuesday, 30th April, at Noon.	
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Saturday, 25th May, at Noon.	

THE U.S. Mail Steamship

"CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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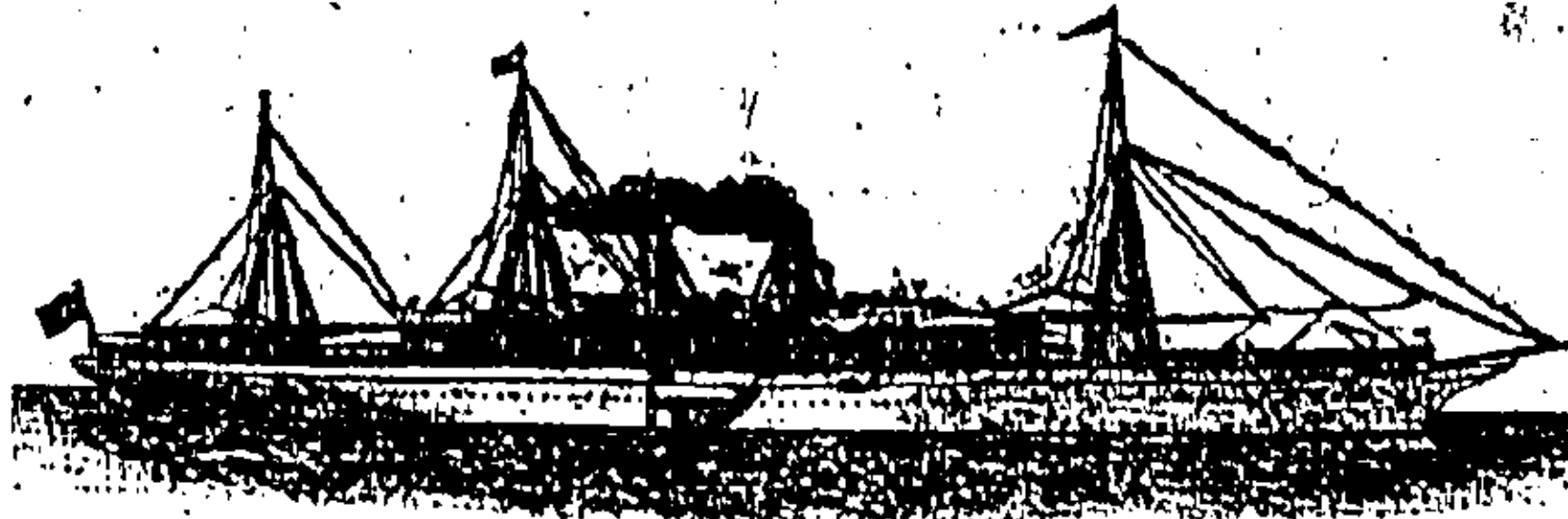
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 3rd April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 24th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. WEDNESDAY, 15th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. IKOWAN, General Agent, *Princes Street.*

Hongkong, 13th March, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Galic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 13th April, at Noon.

Galic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 7th May, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 1st June, at Noon.

THE Company's Steamship

"COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th April, at Noon. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 19th March, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle..... 5,023 | Saturday | Mar. 30

THE Steamship

"STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 30th March.

Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo, destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"PLASSY" Captain G. F. Preston, R.N.R., carrying Her Majesty's Mails, will be despatched from this for MARSEILLES and LONDON, on SATURDAY, the 30th instant, at Noon, taking Passengers and Cargo for the above Ports.

All cargo for France, and London, will be conveyed direct without transshipment. Cargo for Bombay will be transhipped at Colombo into the S.S. "MAZAGON."

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 18th March, 1901.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessel during her stay in Hongkong Harbour:

ADOLPH OBRIE, American ship, Amesbury.—Standard Oil Co.
MOZAMBIQUE, British ship, Robt. Clerance.—Standard Oil Co.
SEA WITCH, American ship, Howes.—Master HATTIE C. SMITH, American schooner, Riley.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
TAIWANFOO.....	"HOIHOW".....	23rd instant.
AMOI and MANILA.....	"SUNGKIAN".....	25th instant.
CEBU and ILOILO.....	"KAIFONG".....	27th instant.
MANILA.....	"TAIYUAN".....	9th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TAIYUAN".....	9th April.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st March, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"PYREHUS".....	29th instant.
GLASGOW.....	"ANTENOR".....	1st April.
	"ULYSSES".....	11th April.

HOMEWARDS.

LONDON.....	STEAMERS.	TO SAIL.
"	"STENTOR".....	2nd April.
"	"IDOMENEUS".....	15th April.
"	"AGAMEMNON".....	23rd April.
"	"AJAX".....	30th April.
LIVERPOOL (DIRECT).....	"TANTALUS".....	15th April.

(Taking Cargo at LONDON RATES).

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 19th March, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOI.

THE Company's Steamship

"YUENSANG."

Captain Rolfe, will be despatched as above on MONDAY, the 25th instant, at Noon. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th March, 1901.

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG."

Captain Todd, will be despatched as above on TUESDAY, the 26th instant, at 4 P.M. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 21st March, 1901.

[352c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOI.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th March, 1901.

[321c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ESMERALDA."

Captain G. T. Blackland, will be despatched as above on WEDNESDAY, the 27th instant, at 5 P.M. This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 20th March, 1901.

[348c]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"ROSETTA MARU."

(3,411 Tons Gross, Captain N. Taith), will be despatched for the above Port, on FRIDAY, the 29th instant, at 4 P.M.

This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 19th March, 1901.

[345c]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

THE Steamship

"GYMERIC."

will be despatched for the above Port about the end of March, 1901, and will be followed by the S.S. "RICHMOND CASTLE," "PATHAN," "FERRENE" & "LOWTHER CASTLE."

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 11th March, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Co's Accelerated Line to TRIESTE).

THE Company's Steamship

"MELPOMENE."

Captain Matocovic, will be despatched as above on WEDNESDAY, the 3rd April, P.M. For Information as to Passage and Freight, apply to SANDER WILKINSON & Co., Agents.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above Port, TO-MORROW, the 23rd instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 22nd March, 1901.

[350c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOI.

THE Company's Steamship

"MAIDZURU MARU."

Captain K. Sobajima, will be despatched for the above Port, on SUNDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 18th March, 1901.

[225c]

Auctions.

GOVERNMENT NOTIFICATION.

No. 143.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY,

the 25th day of March, 1901, at 3 P.M., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 9th March, 1901.

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Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 25th day of March, 1901, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Macdonnell Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

THE POWERS OF GARRISON.
POLICE.

The attention of the military authorities should be directed to a case recently decided in the Joint Magistrate's Court at Hongkong, says the *Bombay Gazette* of the 22nd inst., as it has an important bearing upon the powers of the police within cantonment limits. The facts were simple enough. Two soldiers on duty as military police within the limits of the Dinapore Cantonments found some of their comrades drinking toddy in the company of some natives under a clump of trees. The delinquents pointed out a native boy as the person who had supplied the drink, and he was taken into custody by the two soldiers, who started back for barracks. On the way they were mobbed by villagers armed with grass-knives and sticks, and the boy was rescued. The soldiers were slightly hurt, but the mob dispersed as soon as they had made the rescue. Seven natives were afterwards arrested by the civil police and charged with assault and rescuing a prisoner from lawful custody. The case occurred so far back as November 11th, but it is only within the last fortnight that it has been disposed of: three of the accused having been attacked with plague meanwhile, of whom two died. Mr. Heycock the Joint Magistrate, acquitted all the accused, basing his judgment on a point of law. It is the old question of definition of "police officer." Under the Cantonment Act of 1899 the sale or possession of liquor by unauthorized persons within cantonment limits is prohibited, and the arrest of such persons "by any police officer" is sanctioned. On behalf of the prosecution it was urged that the garrison police came within the meaning of the words quoted, but the Magistrate held that the term meant only anyone appointed under the Police Act. This being the case, the soldiers were not qualified to arrest the boy, and prisoners, therefore, could not be properly charged with having rescued a person from "lawful custody." If this ruling is to hold good, the Legislative Department should immediately amend the Cantonment Act. Cases other than those connected with the illicit sale of liquor may arise in cantonments and the soldiers employed on public duty will hesitate to take action if doubt exists as to their powers of arrest. We do not know if an appeal can be made by Government against Mr. Heycock's decision, but certainly it would seem desirable to have a ruling on the point raised in the case by a higher authority than a Joint Magistrate of only four years' service. On the merits of the charge of assault by natives upon British soldiers it is not necessary to enter just now.

A MUSSULMAN'S VIEW OF
THE TRANSVAAL WAR.

A rather unexpected champion of England in South Africa has appeared in the person of Ismail Kemal Bey, until recently Governor-general of Tripoli, and a prominent member of the Young Turkish Party, the organization that aims at reforms in the empire of the Sultan. He contributes to *The Fortnightly Review* a digest of a recently issued pamphlet, which he wrote to arouse the interest of Mussulmans all over the world in the South African struggle "because on its outcome hangs the fate of the Mussulman world." If we value our future," he continues, "we must hope for the success of the English, who for more than three centuries have pursued the noble and humanitarian task of the gradual regeneration of the Orient." The future of Europe, Asia, and Africa, he explains, and particularly the future of the Mussulman peoples, is bound up in the relations of England and Russia, "who meet along all the frontiers of the world, and one of whom must very soon become supreme." Russia is the bugbear of the Mohammedans, and in this respect, England and Turkey find common ground. "We quote further—

"We have not only the same interests, we have also a common enemy, who threatens us to the same degree, and this is the principal and decisive point. Every blow at England's prestige is a loss for us, while the disappearance of our authority in the Orient would bring about the decline of the British empire. Whoever should wish to effectively attack England would be obliged to begin by passing over the corpse of Turkey. The day that the Muscovite flag floated over the walls of Constantinople would be doubly fatal, because it would mark at the same time the fall of the Ottoman empire, the decline of England, and the cessation of the grand task which England has undertaken in civilizing an entire world, and delivering it from the yoke of barbarity and superstition."

England, he declares, must fortify Herat, the key to India, and Turkey must render impregnable Constantinople, the key to the whole world. "To make strong the two states that hold these keys is at once to place the English possessions for all time beyond the reach of attacks upon land and sea."

The Transvaal war has attracted the "burning interest" of all Eastern peoples, Mussulmans in particular. The latter consider the English race, on account of its religious beliefs, political doctrines, commercial aptitudes, and still more by its geographical position and its colonial possessions, as a sort of motive power and inspiring authority created by God for the revival of Oriental civilization and the regeneration of the Mohammedan world. Ismail Bey declares that England has always been the friend of Mussulman peoples, and refers to Lord Chatham's famous remark: "The Englishman who does not recognize the importance to England of the political existence of the Ottoman empire is a lunatic." The particular interest of Mussulmans in the Transvaal war arises from the fact that the Dutch, and the Cape Boers especially, have always been oppressors of Mohammedans. Here is the indictment he draws up against the Boers:

"They believed that it was permitted to shed blood and to confiscate the property of whosoever was not a follower of their religion, whether he was a native or a foreigner, Malay, pagan, or Mussulman; to take the children of their victims and make them their slaves was, in their way of thinking, a pious act. During one hundred and fifty years of such misdeeds, all the tribes of this part of South Africa and more than a million of its inhabitants had been destroyed. As for the Mussulman Malays, who in their own home had possessed servants and been accustomed to live well, they were reduced to slavery, and those who had not disappeared under this tyrannical treatment, preserved barely the name of their origin and their religion."

A rapid survey of the history of Boer-British relations during the past century brings this writer to the conclusion that England's triumph in South Africa "would facilitate the progress of civilization among the colonies, and the inhabitants and guarantee the present and future interest of the world in general and particularly of the Mussulman world." Upon the result of this contest, he declares in conclusion, hangs the fate of the entire East:

"I repeat earnestly that the true friends of civilization ought to wish for the success of the gigantic effort of England in Asia and on the other continents, and that oppressed peoples, especially the Mussulmans, in their desire to arrive at their full moral and political development, should place their hopes in the hands of civilization."

UNCLAIMED LETTERS AT THE
POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

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Brown, H.
Bicarhonat, W.
Bronson, O. C.
Benn, A.
Bashan, E. H.
Bales, H. H.
Burck
Bingham, J. E.
Burgess, A. E.
Burke, E. G.
Biltian, Mrs.
Beaumont, Dr. Mrs. G.
Beale, J.
Bealshire, F.
Beal, Gunner J.
Bertram, C.
Bell, L.
Barbush, B.
Brown, J.
Balfour, Mrs. M. B.
Hoyd, R. P.
Coke, Dr. G. H.
Colegrove, R.
Curran, T. B.
Calver, Miss
Cotton, A. S.
Champlin, Mrs. M. C.
Cross, Miss
Carote, H.
Cummings, J.
Collins, A. E.
Covette, E. H.
Cohen, A. S.
Costa, P. R.
Coiffure, R.
Campbell, Archbishop
P. C.
Chambers, Capt. R.
C. H.
Cardova, Mrs. F. M.
Cocksedge, J. H.
Davis, J. L.
Daly, M.
Degan, A. B. H.
Darton, Mrs. F. S.
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Dells, Capt. P.
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Ella, J.
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Eastwood, J. E.
Empson, T.
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Flores, J.
Francis, W. H.
Fidwell, J. P.
Fergusson, R.
Goetz, F.
Greig, Miss
Graham, Dr. M.
Grill, L. F.
Grant, W.
Garis, H. L.
Hop Long
Ho-Wang
Hing, Mrs. A.
Hamilton, G.
Hitchcock, E. A.
Hunter, C. G. W.
Hill, L.
Herman, H. V.
Hodges, J. R.
Hooley, H. D.
Harvey, P. L.
Hall, H. A.
Hall, A. C.
Harrigan, J.
Hewitt, R.
Hardy, T. E.
Handley, R. W.
Hirberdine, W.
Ignan, Madame
Janties, K.
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List of Registered Covers in Poste Restante.

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Ahmed Khan
Ahmad, J. J.
Ahmed Deen, I.P.C. 638
Butchen Singh
Bhagwan Singh
Budha Khan (3)
Bull, P. Gulvao
Barkat Khan
Brougham, Ed.
Barkat Khan, I.P.C. 658
Bootay Khan, I.P.C. 745
Cotewall, H. R.
Crews, J.
Chandi Singh
Carum Baksh, (Um-balla)
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Cartwright, J.
Chandar Pal Singh
Davis, L. T.
Darnelli, Miss F.
Delhi, N. M. Khan
Farid Akbar
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Flore, J. S.
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Galthke, Fr.
Goldenberg, Mrs. Eva
Gahor Khan
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Hans, Mrs. A. J. C.
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Hollister, G. K.
Hinda Singh
Haraguchi, B.
Harper, A.
Hand, H. J. (Manila)
To Constancio
Hand, Vic Eng.
School, Hongkong
Harwood, Thomas
Hasham Ali, I.P.C. 667
Hilton, St. John
Hazar Khan, I.P.C. 616
Heis, Miss O.
Joseph, S. S. Abdul
Jurmash Shah
Jamal Singh
Jeffrey, H. U.
Jawad Singh, I.P.C. 675
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Koch, Carl
Kumar Singh, I.P.C. 556

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Kaitang S. Clifton.
Kirkfield H. Dubren.
Mendous C. Ambrose. (6)
Milor A. Hausen. (2)
Munchan W. Rummeler.
Palatia H. Broch.
Radley John Mamm.
Sabine Richmers R. G. Lowden.
Straggle D. McDonald.
Taiyuan W. H. Malloch; Chief Officer.
Tianan Pugh.
Tianan W. H. Wilson. (3)
Tianan Capt. Wessels. (3)
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50, QUEEN'S ROAD CENTRAL.
Hongkong, 22nd January, 1901. (8c)

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This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.
THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.
THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, scrofula, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.
THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.
THERAPION No. 4, may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/9 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.
Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

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OF
HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstructive Coughs, or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take
GRIMAUD'S SYRUP OF HYPO-PHOSPHITE OF LIME.
Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other remedies have failed.
Grimaud's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.
Grimaud's Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.
GRIMAUD & Co., Paris. Sold by all Chemists.

NOW READY.

A PAMPHLET

SOME SERIOUS LOCAL PROBLEMS
A FEW SUGGESTIONS FOR DEALING
WITH THEM.
BEING A LECTURE DELIVERED BY
THE ODD VOLUMES SOCIETY
BY
MR. H. E. POLLOCK,
Barrister-at-Law.
To be obtained at the Office of This Paper.
Hongkong, 12th June, 1900.

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, BOMBAY AND SINGAPORE.

THE Steamship

"MELPOMENE,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon, on the 23rd instant, or they will not be recognized.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th instant, will be subject to rent.
Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.
Hongkong, 18th March, 1901. (319c)

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"TRIESTE,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. This Vessel brings Cargo From Venice, ex S.S. *Pollux* transhipped at Port Said.
From Levante, ex S.S. *Apollo* transhipped at Port Said.
Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon, on the 26th instant, or they will not be recognized.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th instant, will be subject to rent.
Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.
Hongkong, 20th March, 1901. (320c)

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"CHINA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon, on the 26th instant, or they will not be recognized.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th instant, will be subject to rent.
Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.
Hongkong, 20th March, 1901. (196c)

TOYO KISEN KAISHA.

N. O. T. C. E.

CONSIGNEES OF CARGO per Steamship

"NIPPON MARU,"

are hereby notified that their Goods are at their risk, being discharged into Lighters and/or landed into our Godowns at Vanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.
Goods remaining unclaimed after the 27th instant, will be subject to rent.
No Fire Insurance has been effected.
GEORGE ECKLEY, Actg. Agent.
Hongkong, 20th March, 1901. (17c)

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after NOON, the 23rd instant, will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.
Hongkong, 21st March, 1901. (155c)

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLENVILE,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 27th instant, will be subject to rent.
No Fire Insurance has been effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognized.
McGREGOR BROS. & CO.,
Hongkong, 21st March, 1901. (115c)

To be Let.

TO LET.

WOODLANDS WEST, No. 9, SEYMOUR ROAD.
Apply to "S.B."
Hongkong, 13th March, 1901. (322c)

TO LET.

A HOUSE in RIFON TERRACE.
HOUSES in LEIGHTON HILL ROAD.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 13th March, 1901. (209c)

TO LET.

POSSESSION APRIL 1ST.

STEWART TERRACE.

Apply to J. W. NOBLE.

Hongkong, 6th March, 1901. (207c)

TO LET.

RICHMOND TERRACE, Nos. 12 and 5.

Possession on 1st April; No. 6, Immediate Possession.

Apply to LAU CHU PAK.

Care of A. S. Watson & Co., Ltd.
Hongkong, 28th February, 1901. (175c)

Intimations.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS nor the OWNERS of the S.S. *COLONIES* will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew during her stay in this port.
Hongkong, 18th March, 1901. (340c)

NOT RESPONSIBLE FOR DEBTS.

WITH This Day Mr. E. JOCKERS

CEASED to be a CKERK at our Office, and we do not hold ourselves RESPONSIBLE for any DEBT incurred by him.

NORDEUTSCHER LLOYD, Superintendent's Office, 3, Queen's Building.

Hongkong, 21st March, 1901. (153c)

NOT RESPONSIBLE FOR DEBTS.

NOTICE is hereby given that J. J. COYLE

will not be RESPONSIBLE for any DEBTS incurred by his wife ANNIE MATILDA COYLE from this date, and that she has no authority to pledge his Credit.

J. J. COYLE.
Hongkong, 21st March, 1901. (154c)

NEW GOODS.

PLENTY

IN

HAND.

D. NOMA,
No. 12, Beaconsfield
Arcade,
Opposite the City Hall.

Hongkong, 30th April, 1900. (41c)

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK

MAKERS, JEWELLERS, SILVER

SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches

awarded the highest Prizes at every Exhibition;

and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES,

MARINE GLASSES AND SPYGLASSES.

Nos. 54 & 55, Queen's Road Central. (12c)

JUST ARRIVED.

GENUINE CHERRY WATER, ACHTES

SCHWARZWALDER KIRSCHWASSER.

\$2.50 per Bottle.

H. RUTTONJEE,

5, D'Aguiar Street and

11 & 23, Elgin Road, Kowloon.

Hongkong, 21st January, 1901. (34c)

MITSUBI BUSSAN KAISHA.

No. 6, Ju House Street, Praya Central.

Head Office—TOKIO.

Branch Office—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHANG and all Ports in JAPAN.

Agents—

Milki Coal Mines.

Kanada Coal Mines.

Hokoku Coal Mines.

Yokohama Coal Mines.

Osaka Coal Mines.

Chubu Coal Mines.

Ichimura Coal Mines.

Kishima Coal Mines.

Yoshio Coal Mines.

Yamasa Coal Mines.

Manoupa Coal Mines.

The Onka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Kanaguchi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Milke Cotton Spinning Mills.

Imperial Government Paper Mills.

Onoda Cement Company.

MITSUBI BUSSAN KAISHA,
M. FUJISE,
Manager.
Hongkong, 11th December, 1899. (13c)

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public

Generally that I have REMOVED my

Stores from No. 13 to No. 5, D'AGUIAR

STREET.
H. RUTTONJEE,
5, D'Aguiar Street.
Hongkong, 27th April, 1900. (34c)

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF 125 HOUSE, IN
THE HOUSE ROAD.

IS now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICE in the

Colony or in any part of the Far East.

GROUPS AND VIEWS
a specialty.
Hongkong, 21st September, 1899. (10c)

